



CHICAGO'S DEPARTMENT OF AVIATION ANNUAL REPORT '68

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CHICAGO CITY COUNCIL



Richard J. Daley

RICHARD J. DALEY
Mayor



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President Pro Tem
JOHN C. MARCIN
City Clerk
MORTON GORDON
Deputy City Clerk

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- 2 William H. Harvey b
- 3 Ralph H. Metcalfe
- 4 Claude W. B. Holman
- 5 Leon M. Despres
- 6 A. A. Rayner, Jr.
- 7 Nicholas J. Bohling
- 8 William Cousins, Jr.
- 9 Dominic J. Lupo
- 10 John J. Buchanan
- 11 Matthew J. Danaher a
- 12 Donald T. Swinarski
- 13 Casimir J. Staszczuk
- 14 Joseph P. Burke c
- 15 Joseph J. Krska
- 16 Paul M. Sheridan
- 17 William H. Shannon
- 18 Edward J. Hines
- 19 Thomas F. Fitzpatrick
- 20 Kenneth C. Campbell
- 21 William Frost
- 22 Otto F. Janousek
- 23 Frank J. Kuta
- 24 George W. Collins
- 25 Vito Marzullo

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Record Clerk
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Sergeant-at-Arms
Clement J. McDermott
Assistant Sergeant-at-Arms
Alec Busta
Assistant Sergeant-at-Arms
Arthur Varchman
Assistant Sergeant-at-Arms

- 26 Stanley M. Zydlo
- 27 Harry L. Sain
- 28 Joseph Jambroze
- 29 Robert Biggs
- 30 Edwin H. McMahon
- 31 Thomas E. Keane
- 32 Robert J. Sulski d
- 33 Robert Brandt
- 34 Rex Sande
- 35 Casimir C. Laskowski
- 36 John F. Aiello
- 37 Thomas J. Casey
- 38 William J. Cullerton
- 39 Anthony C. Laurino
- 40 Seymour Simon
- 41 Edward T. Scholl
- 42 Thayer Goldberg d
- 43 G. Barr McCutcheon
- 44 Thomas Rosenberg d
- 45 Edwin P. Fifielski
- 46 Joseph R. Kerwin
- 47 John J. Hoellen
- 48 Robert J. O'Rourke
- 49 Paul T. Wigoda
- 50 Jack I. Sperling

(a) Resigned September 20, 1968

(b) Resigned December 20, 1968

(c) Deceased May 11, 1968

(d) Resigned November 29, 1968

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ABOUT THE COVER BOEING 747 SUPERJET IN FLIGHT

Soaring over the Puget Sound area of western Washington State is the Boeing Model 747—largest commercial jetliner in the world. The plane made its maiden flight February 9, 1969. During 1969 this plane and four other superjets will be flight tested for a total of 1,400 hours to earn certification by the Federal Aviation Administration. Deliveries to airlines are scheduled to begin in late 1969. In this picture the 747 is accompanied by a 37-foot-long Sabre V chase plane used to observe certain flight tests.

—Boeing Photo

To His Honor The Mayor
and Gentlemen of the City
Council



The 1968 Annual Review of the Department of Aviation testifies to the wisdom and vitality of your leadership in keep-

ing Chicago a pacemaker of progress.

The activities and accomplishments of this Department in 1968, as summarized herein, reveal the growth and growing pains of the "Aviation Crossroads of the World". It is an exciting fast-paced portrait of progress with almost limitless promise for tomorrow.

This Department gratefully acknowledges your cooperation and assistance in making its achievements possible. We are also appreciative of the splendid relationship it has enjoyed with other governmental, civic and industrial groups.

Respectfully yours,

A handwritten signature in dark ink, reading "William E. Downes, Jr." with a stylized flourish at the end.

William E. Downes, Jr.
Commissioner of Aviation





MUNICIPAL (MIDWAY) AIRPORT—1932



MEIGS FIELD—1951



MIDWAY AIRPORT—1954



O'HARE INTERNATIONAL—1956



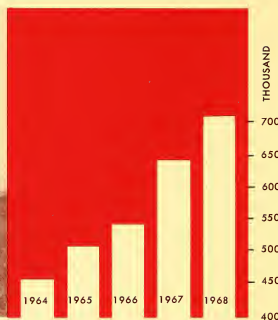
Chicago O'Hare International Airport

The World's Busiest Airport lost no momentum in 1967. In every category save one, there was a marked increase over the levels of 1967. The lone exception was an approximately 5% decline in the total of international passengers. (It should be remembered that foreign travel was discouraged and Americans urged to "See America First.")

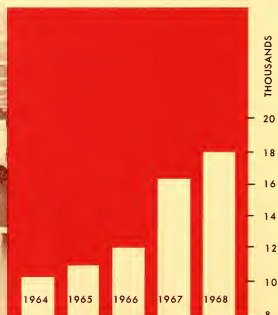
However, in a day when big-ness is commonplace, it is still difficult to grasp the significance of the statistics covering this jet-age Colossus. For the sake of providing figures more familiar in our daily lives, the yearly totals are broken into smaller units.

A total of over 30 million passengers jammed O'Hare in 1968. This represented a 9.3% increase over 1967 and means that 82,532 passengers used O'Hare every day of the year. Imagine the entire population of Evanston, Illinois, passing through O'Hare's terminals and concourses every twenty-four hours. And this figure does not take into account the thousands of people who came to see their relatives or friends off or to meet them upon their arrival in Chicago. This added a minimum of 80,000 more people a day. And on December 20th, O'Hare experienced the heaviest traffic in its history with 135,000 passengers.

Airplane operations totaled 709,591 for the year. Approximately two-thirds of these were jets. In terms of averages, we find that every ninety seconds, day and night, a plane was landing on or taking off from O'Hare's runways. At peak periods, a plane was actually landing or taking off every 30 seconds. The 1968 total



DOMESTIC AIRCRAFT OPERATIONS



INTERNATIONAL AIRCRAFT OPERATIONS

TOTAL OPERATIONS 709,591

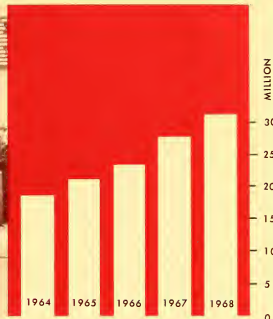
operations represent an increase of 7.5% over 1967.

Almost a billion and a half pounds of cargo and mail were handled at O'Hare in 1968 (1,411,780,288 lbs.) This is almost a ton a minute or three tons every four minutes. Mail comprised nearly a third of this total (approximately 184,575 tons). The percentage gain over 1967 in the combined cargo and mail category was a dynamic 18.7%.

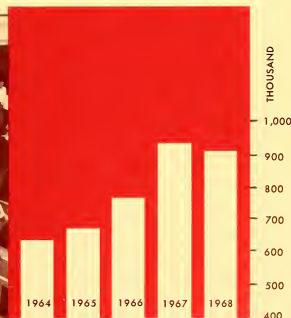
Some related statistics may help convey the magnitude of the activity at O'Hare. Every day, for instance, an equivalent of 203 ten-thousand-gallon railroad tank cars full of aviation fuel were pumped into airplanes taking off from O'Hare. The same bulk in auto fuel would suffice to put 25,000 miles on each of over 1,200 modern passenger cars.



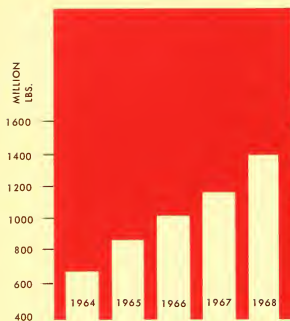
DOMESTIC PASSENGERS



INTERNATIONAL PASSENGERS



TOTAL PASS. 30,124,543



FREIGHT, EXPRESS AND MAIL



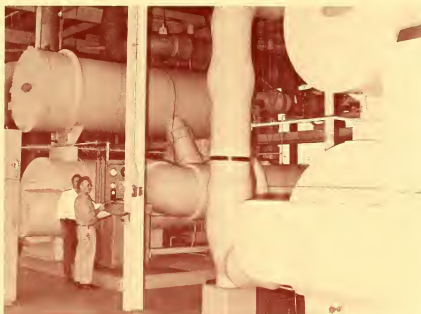
During the winter months, almost 6,000 tons of hot sand were spread on the icy runways to make them safe for landings and take-offs. Secure from the treacheries of winter, four and a half miles of underground service tunnels laced O'Hare's approximately 7,000 acres.

A force of nearly 20,000 people worked at O'Hare every day, filling such varied posts as sales clerks, operations personnel, janitors, electricians, steam fitters, truck drivers, guards, cooks and so forth. The staff included 79 policemen, 60 firemen and 11 nurses.

Excellent restaurant facilities satisfied the most discriminating of diners, while snack bars served such national favorites as hot-dogs at the rate of two and a half tons per week. It took 500 barrels of beer a month to quench the thirst of O'Hare's patrons.

From every vantage point, Chicago-O'Hare International Airport is a unique place. It is a place of dynamic activity and excitement—a place of modern architectural beauty, combining simplicity of line and function in a striking mix of steel, stone and glass. And it is unique among airports. It is the biggest and busiest in the world.

Maintenance





Chicago Midway Airport

was once the queen of airports. But a face lifting of approximately \$11,000,000 left her looking very modern indeed. The old parallel passenger loading zones and halls gave way to wide concourses with walls of windows looking out onto the airfield. Modern chairs are set in airy, colorful waiting rooms. Cars were once again seen in the huge parking lot and taxis and buses lined the curbs outside the terminal.

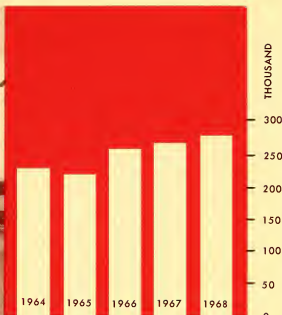
United Airlines actually began operations at Midway on December 15th, 1967. United had returned two years earlier but their operations were interrupted by the renovation of Midway. American Airlines began operations there again on February 1, 1968. Northwest Airlines, which scheduled the most flights at Midway, started on April 1, 1968, to be followed by Delta, Eastern, Ozark and Trans World Airlines on April 28, 1968.

The City's hopes for a quick return of Midway to the traffic levels of its heyday were not yet realized as 1968 came to an end. With delays at O'Hare International Airport occurring more and more often and with forecasts of rapidly increasing use of the airways, the extensive improvement program at Midway was calculated to lure the domestic carriers back to the Cicero and 55th Street Airport.

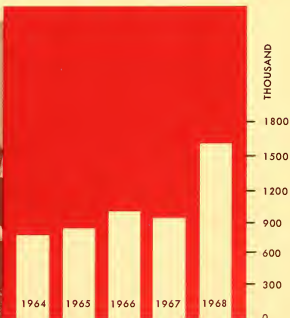
While the two revamped runways are too short for the bigger jets, they can accommodate the DC-9, B-727 and 737, the BAC-111 and the Caravelle types. Prospects were good therefore that the airlines would transfer flights from crowded O'Hare to Midway.



AIRCRAFT OPERATIONS



PASSENGERS





FREIGHT, EXPRESS AND MAIL



By the end of 1968, Midway had hosted an average of 76 scheduled operations a day and a total of 22,703 for the year. This was nearly a ten-fold increase over 1967 but represents only about 5% of the volume of ten years earlier.

Naturally, with the return of the scheduled air carriers, the passenger totals at Midway showed a sizeable increase over 1967. The total jumped from 1,077,660 to 1,663,074 or 54%.

The increase in freight, express, and mail was even more dramatic, going from a low of 366,000 pounds in 1967 to a total of 4,072,401 pounds in 1968. Mail comprised about 65% of this total.

General Aviation continued its strong showing at Midway, though there was a slight decrease in traffic and passenger volume. The introduction of landing fees during 1968 may account for this, since General Aviation itself is in a period of rapid national growth. There was still a total of 990,968 passengers arriving or departing, and a total of 243,142 aircraft operations.

The Federal Aid to airports program provided a \$110,000 grant to the City of Chicago, on a



dollar-matching basis, for grooving runways 13R-31L and 4R-22L. The transverse grooves, approximately $\frac{1}{4}$ deep and $\frac{1}{4}$ inch wide, are to improve the braking action of jet liners and aid surface water runoff. This project took two months from July 29th through September with crews working 12 hours a day, 7 days a week. The airlines themselves paid the balance (over and above the Federal Grant) of construction costs.

But the big question remains unanswered. Will Midway regain a prominent place in Chicago Aviation? The facilities are ready. There is a present need for more such facilities. The general public remains largely unaware of the extensive rehabilitation which has turned Midway into an attractive modern air terminal. Surely its accessibility to residents of the south, southeast and southwest suburbs should further recommend it to those sections of the City. Only time and the cooperative efforts of the airlines in setting up a balanced and interconnected schedule of shorter haul flights can give us the answer.



Merrill C. Meigs Field

Merrill C. Meigs continued as a favorite aviation home for the flying businessman and a valuable air terminal for third level carriers serving Chicago. It would seem most convenient for the person who comes to Chicago on one of the "commuter type" airlines to deplane so close to the downtown business area. Scheduled arrivals from such points as Gary, Indiana; Madison, Wisconsin; St. Louis, Missouri; and Detroit, Michigan, totaled 11,488 for 1968. Departures from Meigs Field to such points, hit 11,440. But the 22,928 operations in 1968 accounted for a passenger volume of only 75,169 or an average of slightly over 3 passengers per flight.



This illustrates the predicament of many of the smaller air taxi or "commuter" type airlines. Often without sufficient capital to buy or lease expensive equipment and, additionally, operate until they can establish their name and build up their passenger volume, they can not survive. The year 1968, therefore, as past years, saw several abortive efforts by groups trying to establish 3rd level routes into Chicago. At the same time, the demand for commuter type air service is evidenced by a 161% increase in scheduled operations over the 1967 total.

The bulk of operations at the lakefront airport, however, was by non-scheduled, privately owned aircraft, sometimes referred to as general aviation. There was almost three times as many operations of general aviation aircraft or a total of 68,524 arrivals and departures carrying 172,276 passengers.

The combined operations of scheduled 3rd level airlines and general aviation together for 1968 showed an increase of 19.9% over 1967 and the passenger total represented a 29.5% increase.

A study made for the Association for the Utility Airplane Council of the Aerospace Industries Association forecast that general aviation activity would double nationwide in the next ten

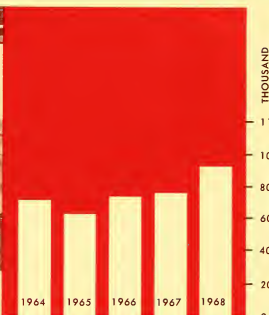
years. Operations are expected to go from 98 million in 1967 to 241.6 million in 1980 and passengers from 100 million in 1967 to 317 million in 1980. The number of aircraft was forecast to jump from 122,000 in 1967 to 260,000 in 1980.

An FAA ten-year forecast also sees a strong upward trend nationwide in all activity areas from personal/pleasure flying, through business and corporate flying to scheduled and non-scheduled air taxi operation. Both kinds of air taxi operations should grow rapidly and take an increasingly important role in the nation's transportation system. Besides providing air service to increasing numbers of smaller communities, air taxis have achieved an economic break through in being awarded mail contracts by the Post Office Department.

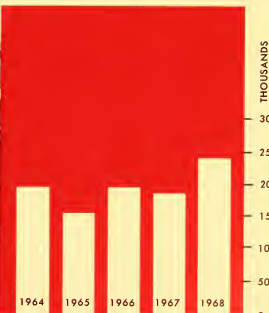
Needless to say, this will result in a much greater demand on Chicago's present general aviation facilities at all three airports. Meigs Field will undoubtedly continue to play a vital role in furthering the economic, cultural, and social interests of our city.



AIRCRAFT OPERATIONS



PASSENGERS



The New Generation Jumbo Jets

Expansion of O'Hare

In March, 1959, the first commercial jet landed at Chicago-O'Hare International Airport. This was the start of an era, the beginning of the end of the propeller driven air-liner. On December 6, 1968, North Central pulled its last propeller driven plane out of service at O'Hare leaving only Delta Airlines with piston driven planes serving that field. Delta's plans called for phasing out their remaining piston planes in early 1969.

But now the jumbo jets are coming. A new generation of aircraft is about to take to the air. The jumbos represent a quantum leap in the aviation industry, where ten years is an era. The 10 million passengers at Midway in 1958 tripled to 30 million at O'Hare in 1968. Now a new era is beginning.

The Federal Aviation Administration forecasts a fairly modest 87% increase nationwide in domestic air carrier operation from 1968-1980 compared to a projected 250% increase in air carrier passenger-mile growth. This reflects the impact of the large capacity aircraft. The jumbos will carry 350-500 passengers. So the estimated operations are expected



BOEING 747



INTERIOR OF 747



DOUGLAS DC-10



INTERIOR OF DC-10



LOCKHEED 1011

to escalate from 9.9 million in 1968 to 18.5 million in 1980.

Airport Consultants for the Department of Aviation have forecast a modest 7.9 overall increase in aircraft operations for the Chicago area from 1970 to 1975 and a 11% overall increase from 1975 to 1980. But passenger volume is expected to be significantly higher. This volume in 1980 could be triple the 1968 total or rise by approximately 10% a year.

Cargo volume is expected to grow even more rapidly—perhaps by as much as 20% per year, though a lot depends on developments in such related fields as warehousing, containerization and automation.

To handle this avalanche of passengers and freight, the Department of Aviation has a three fold plan enunciated in 1967. Phase one of that plan was completed in 1968. This was the rehabilitation of Midway Airport. Phase two—the expansion of O'Hare, received priority in the Department's planning during 1968

The City had its architects draw up a preliminary plan. This was submitted to the Carriers as a first draft, a starting point from which all interested parties might



be able to proceed to mutually acceptable solutions and a final plan evolved. Dialogue failed to develop however. The original plan failed to act as a spring board for fruitful discussion. In an attempt to break this deadlock, a task force composed of representatives of the City, of the Airlines and of the original architects for O'Hare was formed.

This task force began functioning in November, 1968, and was hard at work as the year came to an end. Its job was to find the best possible way from an engineering, economic and esthetic standpoint of "stretching" O'Hare Field for the new age of the jumbo jets. The City's concern was to accomplish this considerable task without jeopardizing O'Hare's position as the most efficient airport complex in the world. Above all, the City wanted ultimately an open-ended plan which would not restrict future development of the airport.

The magnitude of this undertaking may be gauged by trying to imagine the problems involved in the tripling or quadrupling of passengers in concourse hold-areas that presently are often packed shoulder to shoulder. Picture the added delays of handling triple or quadruple the baggage presently

processed.

Other technical problems abound: increasing the fuel pumping capacity of a pumping system already taxed to its limits; extending the concourses to provide ramp parking area for planes one-and-a-half to two times as large as the present airliners; providing greater runway capacity and more passenger gates for the increasing number of aircraft movements; an improved public transportation link with the central City.

The Airlines have had to re-evaluate their hangar, cargo area and flight kitchen facilities. United Airlines, for instance, started construction on a new hangar of 188,800 square feet (about the size of 4 football fields). This makes it the largest hangar at O'Hare and one of the largest in the world. Looking ahead even beyond the jumbo jets which it will hangar, United has designed this new building to hold at least two 318 foot long, 1,800 mile-an-hour Super Sonic Transports of the near future.

In any event, the year 1968 was a most successful one at O'Hare and promised well for the future as problems were clarified and plans laid for the years ahead.

Chicago's Third Major Airport

The 80's and Beyond

The third step in the Department of Aviation's plan for the future is the building of a third major airport for Chicago. It is essential that this airport be operating in the 1980's if the City is to maintain its leadership as the transportation center of the world.

Studies have been made of various land and lake sites. Extensive arguments have been raised to prove the superiority of one site over the other. An exhaustive comparative study has been undertaken. Many factors must be considered. The calculations depend on so many variables.

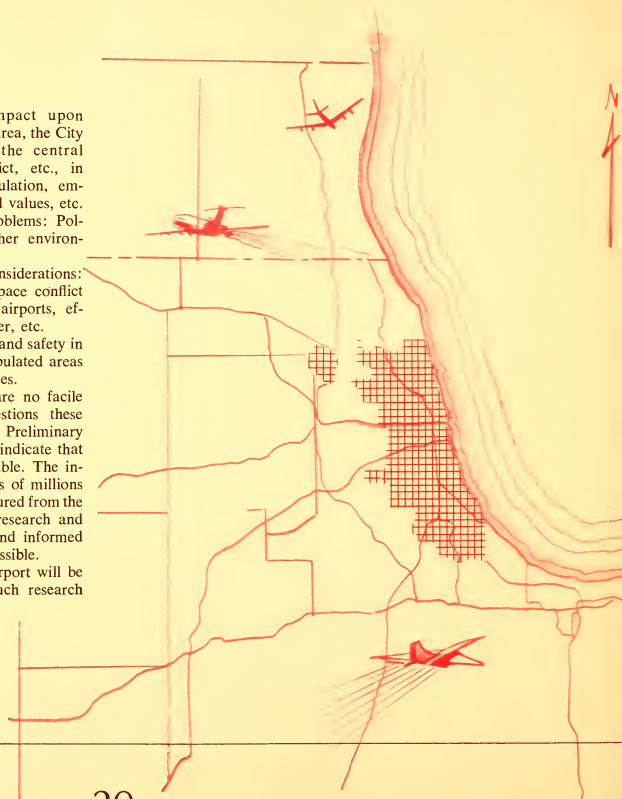
Some of the considerations involved are:

1. Site Costs: Acquisition, relocation of railroads, roads, utilities, leveling, grading, etc.
2. Ground Transportation to and from the airport.
3. City and Regional Planning Considerations.

4. Economic Impact upon Metropolitan area, the City of Chicago, the central business district, etc., in terms of population, employment, land values, etc.
5. Ecological Problems: Pollution and other environmental effects.
6. Aviation Considerations: Excessive airspace conflict with existing airports, effects of weather, etc.
7. Aircraft noise and safety in relation to populated areas adjacent to sites.

There obviously are no facile answers to the questions these considerations pose. Preliminary results, however, all indicate that a lake site is preferable. The investment of hundreds of millions of dollars must be insured from the start by exhaustive research and the most judicious and informed planning humanly possible.

Chicago's third airport will be the result of just such research and planning.



One of man's impossible dreams has been realized. With the aid of magnificent machines, man can fly. The skies have become super highways to anywhere and everywhere.

Even as the airplane shrinks the physical world, the minds and hearts of all men of good will are expanding with a new awareness of common values and a growing respect for the differences enriching mankind's total experience. May we have the wisdom, patience and courage to find ways of using air power only for peace and progress — to help realize man's finest impossible dream.

